

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

# MEETING

of the

## REGIONAL COMPREHENSIVE PLAN TASK FORCE

**Tuesday, January 18, 2005  
10:00 a.m. to 12:00 p.m.**

### LOCATION:

#### SCAG

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Riverside B Conference Room  
Los Angeles, CA 90017**

### VIDEO CONFERENCE LOCATION:

#### SCAG Inland Office

**3600 Lime Street, Suite 216**

**Riverside, CA 92501**

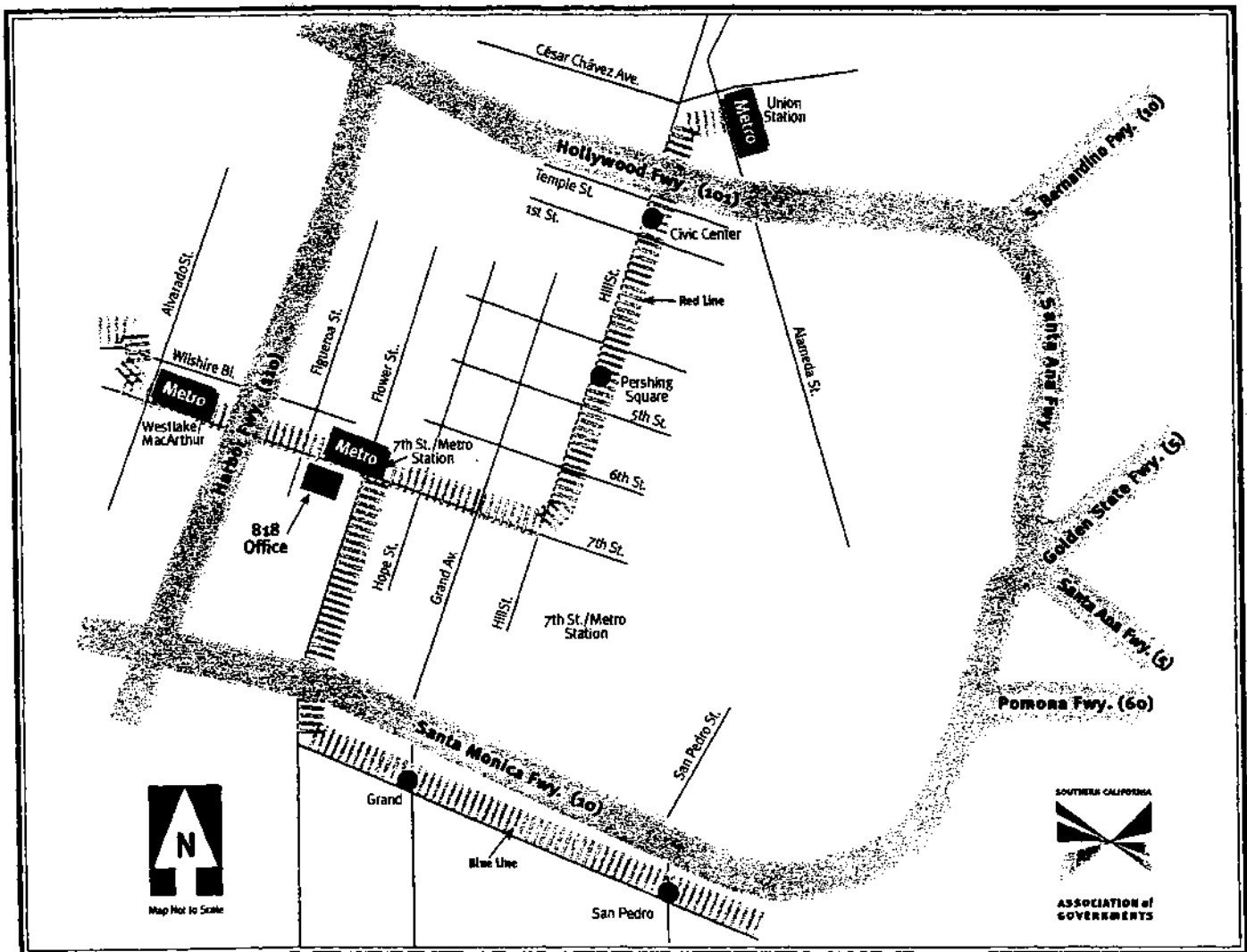
**(951) 784-1513**

### Agenda Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jacob Lieb at 213.236.1921 or [lieb@scag.ca.gov](mailto:lieb@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# How to get to the Southern California Association of Governments



## To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

## By Transit...

- SCAG is accessible by all Metrolink Service to Union Station. At transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Line Service to SCAG is also available from Alvarado Station.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
- SCAG is served directly by DASH Routes A and B. Bus Service via MTA, Foothill, Santa Monica, Orange County is available to downtown. Call 1-800-Commute for details.

## SCAG Main Office:

818 West 7th Street 12th Floor Los Angeles, CA 90017-3435 (213) 236-1800 fax: (213) 236-1825



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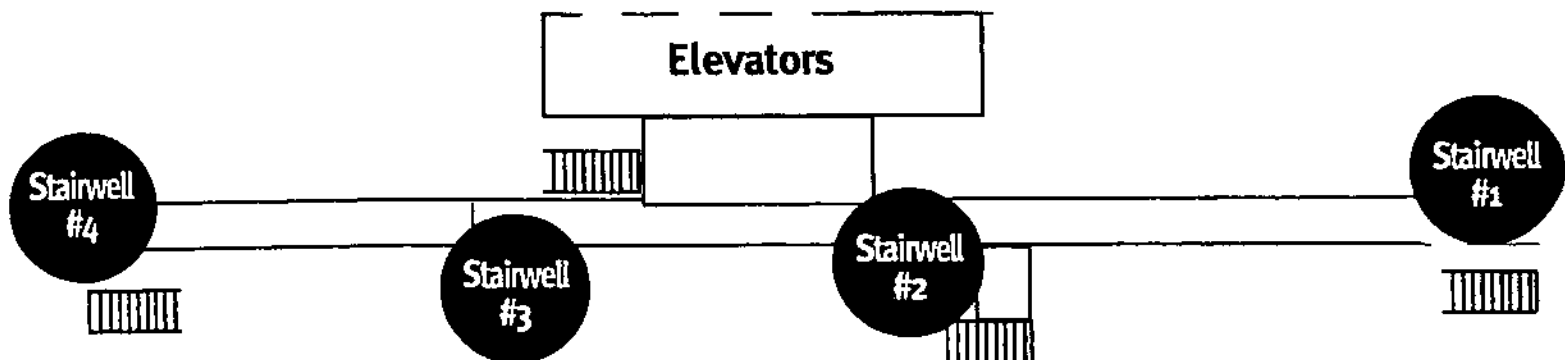
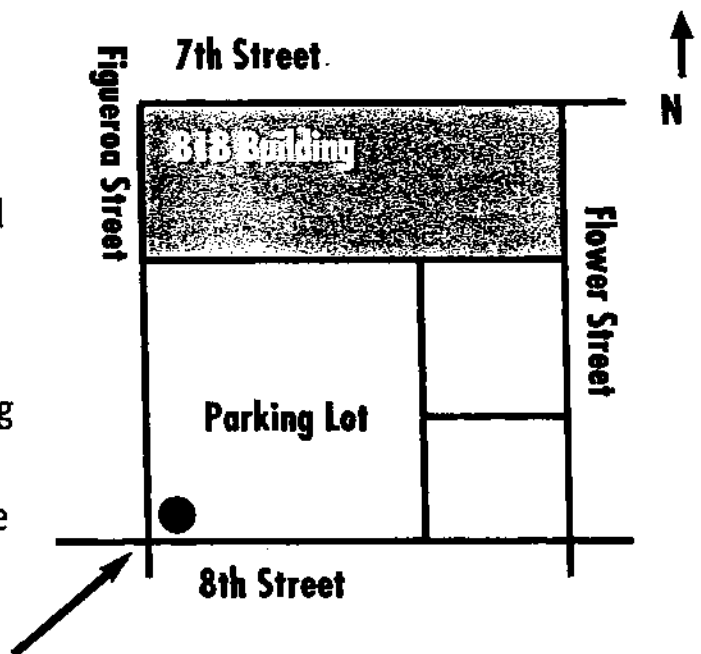
Rev. 12/30/97

# Emergency Evacuation Procedures:

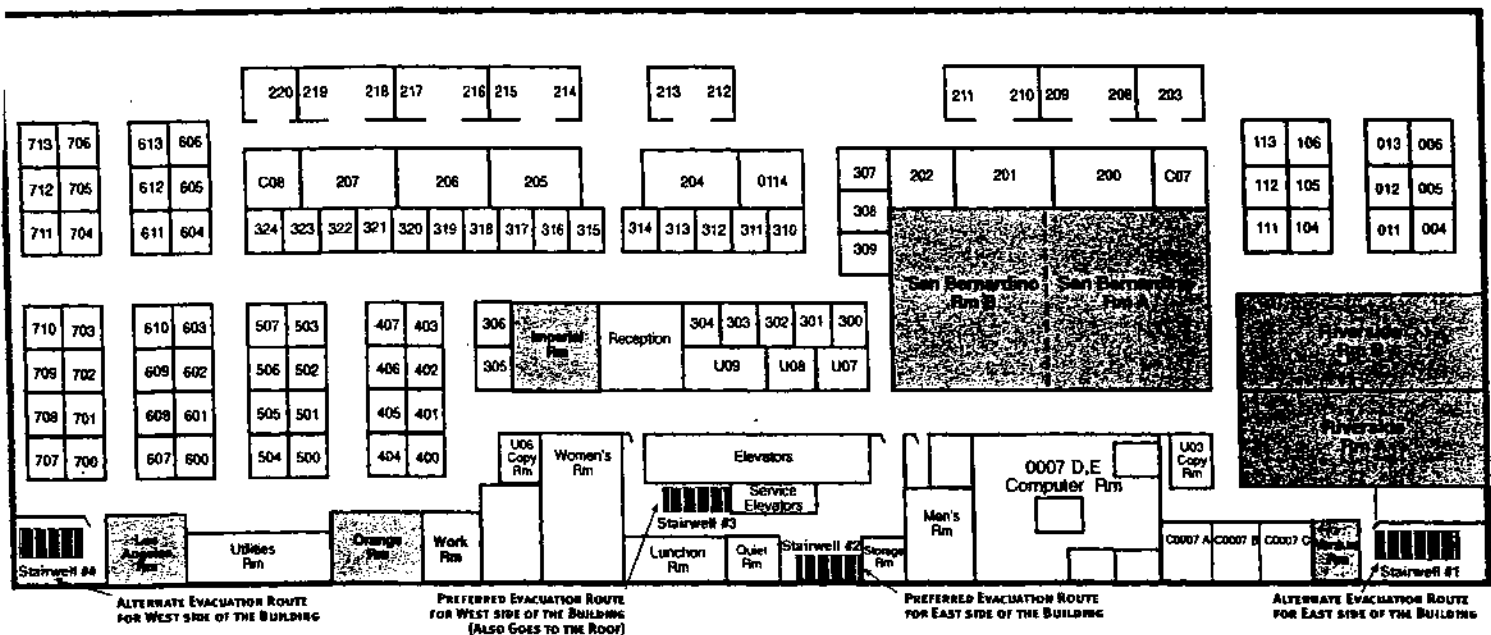
- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown below and on the maps on the back side of this flyer. The preferred evacuation stairwells are #2 and #3.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.

Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

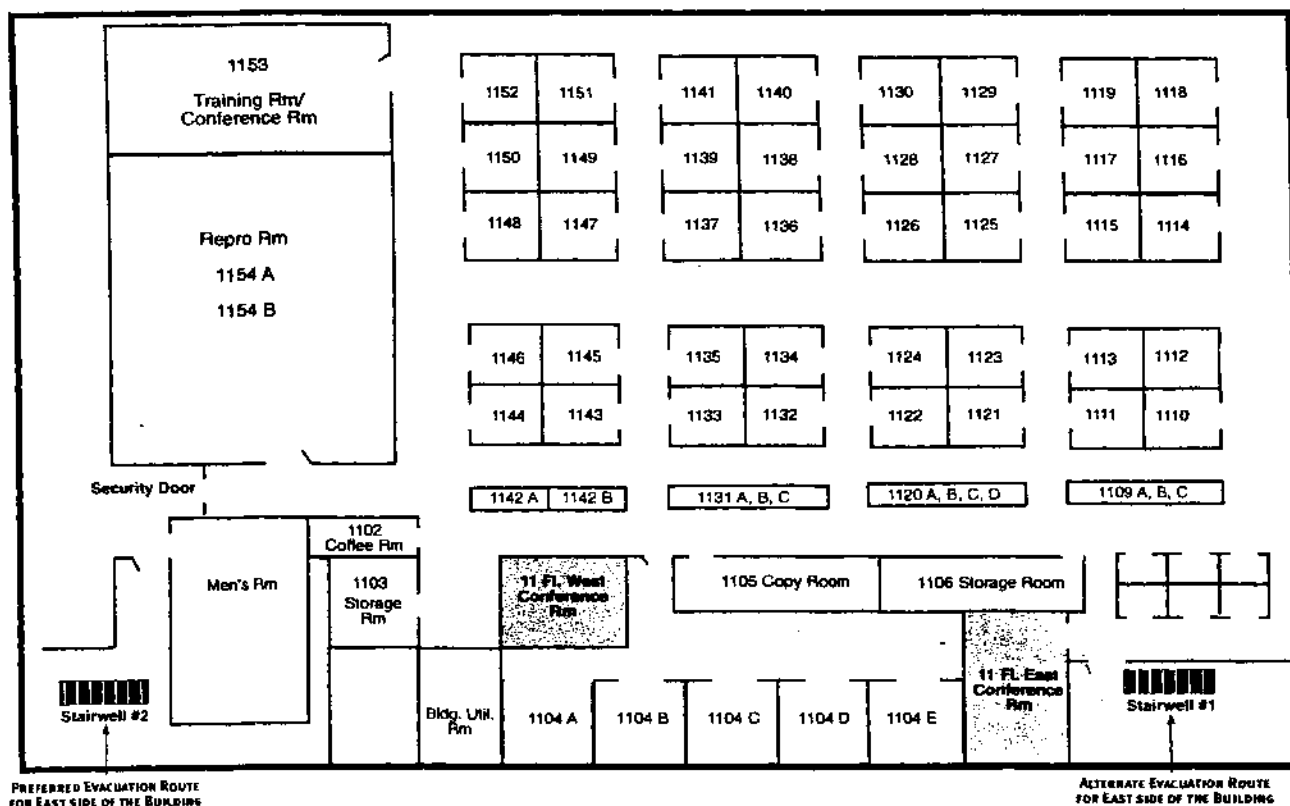
Upon meeting at 8th and Figueroa, roll will be taken. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



## SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



## SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



# REGIONAL COMPREHENSIVE PLAN TASK FORCE

## AGENDA

**January 18, 2005, 10 a.m to 12 p.m.**

**Meeting Location:**

**SCAG**

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Los Angeles, CA 90017**

**Riverside B Conference Room**

### **1.0 CALL TO ORDER**

### **2.0 PUBLIC COMMENT PERIOD**

**Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.**

### **3.0 REVIEW and PRIORITIZE AGENDA ITEMS**

### **4.0 CONSENT CALENDAR**

#### **4.1 Minutes of December 15, 2004**

### **5.0 ACTION ITEMS**

#### **5.1 Land Use and Housing Chapters Attachment**

**Staff will continue discussions on issues related to the Land Use and Housing Chapters.**

**Recommended Action:** Provide input to staff regarding issues to be addressed in the Land Use and Housing chapters of the Regional Comprehensive Plan, and report to the Community, Economic and Human Development Committee.

**JiHong McDermott  
Senior Regional Planner**

**20 minutes**

#### **5.1 Homeland Security Attachment**

**Staff will report on policies and potential actions for consideration in the development of a Homeland**

**Sina Zarifi  
Senior Regional Planner**

**20 minutes**



# REGIONAL COMPREHENSIVE PLAN TASK FORCE

## AGENDA

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**Los Angeles, CA 90017**

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Security Chapter.

**Recommended Action:** Provide input to staff regarding issues to be addressed in the Homeland Security Chapter of the Regional Comprehensive Plan, and report to the Transportation and Communication Committee.

### **6.0 INFORMATION ITEMS**

#### **6.3 Outreach Activities/Program Calendar Attachment**

**Jacob Lieb**

**10 minutes**

**Acting Lead Regional Planner**

Staff will review the topic schedule for future Task Force meetings, and describe planned outreach activities for the month of February.

### **7.0 CHAIR'S REPORT**

### **8.0 STAFF REPORT**

### **9.0 FUTURE AGENDA ITEMS**

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

### **10.0 ANNOUNCEMENTS**

### **11.0 ADJOURNMENT**

The next meeting of the Regional Comprehensive Plan Task Force is to be determined.



# ***Regional Comprehensive Plan Task Force***

## ***Action Minutes for December 15, 2004***

The following minutes are a summary of actions taken by the Regional Comprehensive Plan Task Force.

The Regional Comprehensive Plan Task Force held its meeting at the Southern California Association of Governments offices in Los Angeles. The meeting was called to order by Chair Pam O'Connor, Santa Monica. There was a quorum.

**Committee Chair:** Pam O'Connor, Santa Monica  
**Committee Vice Chair:** Susan Longville, San Bernardino

<b><u>Members Present</u></b>	<b><u>Representing</u></b>	<b><u>Members Absent</u></b>	<b><u>Representing</u></b>
Aldinger, Jim	Manhattan Beach	Bowlen, Paul	Cerritos
Feinstein, Michael	Santa Monica	Cook, Debbie	Huntington Beach
Miller, Michael	West Covina	Garcia, Leann	Grand Terrace
Nowatka, Paul	Torrance	Longville, Susan	SANBAG Subregion
O'Connor, Pam	Santa Monica	Ovitt, Gary	Ontario

### **New Members**

None

### **1.0 CALL TO ORDER**

Pam O'Connor, Chair, called the meeting to order at 10:00 a.m.

### **2.0 PUBLIC COMMENT PERIOD**

None offered.

### **3.0 REVIEW AND PRIORITIZE AGENDA ITEMS**

### **4.0 CONSENT CALENDAR**

4.1 Minutes of November 22, 2004

The Consent Calendar was approved without objection. Corrections were made to the minutes.

### **5.0 ACTION ITEM**

### **5.1 Solid Waste Chapter**

Brett Sears, Associate Regional Planner, presented the applicable SCAG policies related to Solid Waste, and led a discussion on potential implementation actions to be included in the chapter. The Task Force agreed on policy bases put forward for the Chapter, but identified the need for an additional policies regarding integrated waste management, nuclear power generating facilities, low level radioactive medical wastes, and the elimination of the use of nonrenewable resources.

The Task Force also contributed additional actions to be included in the chapter action plan. These included:

- Using conversion technology as a way to divert waste from landfills;
- Implementing a construction management ordinance to mandate construction waste recycling;
- Expanding the number of local and sub-regional governments with procurement policies that favor recyclable materials;
- Rewarding program implementation goals in place of strict numerical targets;
- Phasing out the use of hazardous materials;
- Integrating regional plans with the State solid waste plans; and
- Public awareness and education (“green teams”).

The Task Force took action, without objection, to report to the Energy and Environment Committee on issues to be included in the chapter, and identifying integrated waste management and the other regional policy deficiencies. The Task Force directed staff to complete a draft Chapter reflective of the issues discussed by the Task Force.



# ***Regional Comprehensive Plan Task Force***

## ***Action Minutes for December 15, 2004***

### **6.0 INFORMATION ITEMS**

#### **6.1 Land Use and Housing Chapters**

Jacob Lieb, Acting Lead Regional Planner, reviewed the Task Force's discussion on Land Use and Housing issues from the November meeting, and discussed several items for Task Force consideration. The Task Force discussed a potential workshop to be held jointly with the Building Industry Association of Southern California early in 2005. In order to facilitate such a session, the Task Force discussed the need for a clear communication of SCAG's goals in land use planing, and the need for SCAG to chair the meeting and formulate the agenda. The Task Force instructed staff to continue planning this session, and to report back on the development of an action plan matrix.

#### **6.2 Energy Chapter**

Jacob Lieb, Acting Lead Regional Planner, reported back on instruction given staff at the November meeting to estimate energy needs associated with SCAG's Growth Forecast. Staff reported that it is not feasible to determine energy need associated with growth over a long horizon, and that past efforts to do so have not been consistent with other studies, notably the California Energy Commissions forecast through 2013. The Task Force directed staff to complete a report to the Energy and Environment Committee on issues pertaining to the Energy Chapter, to identify a regional policy deficiency related to energy generation, and to report back to the Task Force when a draft of the Chapter reflecting Task Force discussions has been completed.

#### **6.3 Outreach Activities/Program Calendar**

Jacob Lieb, Acting Lead Regional Planner, presented a review of scheduled and planned outreach activities and introduced the Task Force topic calendar for the remainder of the year. Staff encouraged the Committee to bring local staff, experts, and interested parties to subsequent meetings when topics of interest are scheduled.

### **7.0 CHAIR'S REPORT**

Nothing to report.

## ***Regional Comprehensive Plan Task Force***

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### ***Action Minutes for December 15, 2004***

#### **8.0 STAFF REPORT**

Nothing to report.

#### **9.0 FUTURE AGENDA ITEMS**

#### **10.0 ANNOUNCEMENTS**

#### **11.0 ADJOURNMENT**

The meeting was adjourned at 12:00 p.m. The next Task Force meeting will be on January 18, 2004, at 10 a.m.

# MEMO

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**DATE:** January 18, 2005

**TO:** Regional Comprehensive Plan Task Force

**FROM:** Sina Zarifi, Senior Regional Transportation Planner  
(213) 236-1853; zarifi@scag.ca.gov

**SUBJECT:** Homeland Security Chapter  
Draft Policies and Recommendations

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**Recommended Action:**

Provide input to staff regarding issues to be addressed in the Homeland Security Chapter of the Regional Comprehensive Plan, and report to the Transportation and Communication Committee.

**BACKGROUND:**

The SCAG region, along with many other major metropolitan areas, faces tremendous challenges in preparing for and responding to emergency situations, whether man-made or natural. The events of September 2001 illustrate the extent of these challenges and indicate the need for a regional approach to planning, preparation and responding to the threats of terrorism and/or natural disasters.

To assist the region in planning its response to emergencies a continuing, cooperative and collaborating regional approach is needed. The importance and the critical nature of the region's security and safety have prompted SCAG to include Homeland Security as a chapter in its Regional Comprehensive Plan (RCP).

The RCP is being developed to serve as a tool for implementing existing regional policies and programs. The RCP consolidates and translates existing programs and policies of the RTP, its associated EIR and the Growth Visioning effort. However, lack of an established vision, goals, objectives, and subsequently, specific regional policies and strategies by SCAG pertaining to Homeland Security makes this very different than the other chapters in the Plan. The Homeland Security Chapter of the Regional Comprehensive Plan (RCP) attempts to identify the roles and responsibility of SCAG as the regional planning agency in the pre- and post- emergency situations. The chapter presents recommended policy direction and actions for consideration by the Regional Council.

# **REGIONAL COMPREHENSIVE PLAN HOMELAND SECURITY CHAPTER**

*January 7, 2005*

## **I. INTRODUCTION**

The events of September 11, 2001, illustrates the tremendous challenges that metropolitan areas and urban regions face in preparing and responding to unexpected terrorist incidents or natural disasters. The unexpected nature of such events requires extensive coordination and collaboration among all the agencies and organizations involved. Availability of information and coordination and communication among all “first responder” agencies, transportation operators, and many other organizations is essential.

The complex nature of such incidents and their potential threat to the region as well as the interdependency of the individual jurisdictions and organizations involved makes a regional approach to homeland security extremely critical. No event of significance is truly local, as political boundaries are permeable and local critical infrastructure may serve the entire Region. No jurisdiction stands alone: the high-risk, well-resourced municipality may be as dependent on a smaller jurisdiction for support in an emergency as the smaller jurisdiction is on the larger ones.

Since the events of September 2001, regional approaches have been recognized as a key way to address and respond to the threat of terrorism. In many urban areas, the threat of terror is regionwide, and resources for responding to that threat are distributed among many jurisdictions. Therefore, the most effective responses are coordinated and planned across the region, rather than being jurisdiction-specific. The complexity of multijurisdictional areas—such as the SCAG region, with a range of potential terrorism targets, presents significant challenges to coordinating and implementing effective homeland security programs.

To assist the region in the planning, preparation and response to emergencies, whether caused by natural or human elements, a continuing, cooperative and collective regional effort would be needed. To achieve such task, in the context of the Regional Comprehensive plan, this report has been prepared which identifies SCAG’s role and responsibility in regards to Homeland Security. It describes the current programs at the Federal, State and local levels; identifies security issues and vulnerability of the transportation infrastructure and information sharing; and presents policy recommendations and actions for consideration by the SCAG’s Regional Council.

## **II. SCOPE**

The Homeland Security Chapter of the Regional Comprehensive Plan identifies the role and responsibility of SCAG as the regional planning agency in the pre and post emergency situations. The chapter contains recommended policy direction and actions for consideration by the SCAG’s Regional Council.

To better inform the Region's decision-makers on the issues and provide the information needed to formulate and adopt regional policies and strategies, security issues and vulnerability of transportation infrastructure and information sharing system have been identified. Additionally, a summary of the current efforts and programs by the Federal Government, State of California and the regional and local agencies has been provided. This institutional assessment is based on information provided by each of the respective agencies on their roles and responsibilities.

### **III. POTENTIAL ROLE AND RESPONSIBILITY FOR SCAG**

Regional approach to addressing public policy issues and planning activities have been in practice for several decades. Transportation and environmental planning are examples of coordinating planning efforts within metropolitan areas.

The events of September 2001, have resulted in the emergence of homeland security as a public policy field and forcing many metropolitan areas in the country to realize the need for a regionally cooperative and collaborative approach in planning, preparation and response to emergencies, whether caused by natural or human elements.

As the regional MPO for southern California, SCAG includes representation from many different and diverse jurisdictions and stakeholders. It provides a forum for these parties to discuss public policy issues and agree on possible solutions.

To determine SCAG's role in "homeland security", a model developed by Dr. Michael D. Meyer, Georgia Institute of Technology, was applied. This model evaluates the potential role of an MPO in relationship to various phases of an incident/disaster. As defined by Dr. Meyer, security/disaster incident consists of the following six elements:

- Prevention: Stopping of an attack before it occurs; improved facility design; surveillance, monitoring
- Response/Mitigation: Reducing impacts of an attack; evacuation; identifying best routes; effective communication system
- Monitoring: Monitoring and evaluating incidents; surveillance, monitoring, sensing, public information
- Recovery: Facilitating and reconstruction, restoring operation of transportation system
- Investigation: Determination of causes, and responsible parties; security/ police activity
- Institutional Learning: Self-assessment of actions; feedback to prevention element

As defined by Association of Metropolitan Planning Organizations (AMPO), the role of MPOs in regional planning vary from region to region.

- *Traditional*: System management and operations role in the ongoing transportation planning activities. The primary responsibility for projects rests elsewhere.
- *Convener*: The MPO acts as a forum where operations plans can be discussed and coordinated with other plans in the region, still not responsible for operation and implementation.
- *Champion*: The MPO works aggressively to develop regional consensus on operations planning. MPO planners develop programs and projects and the MPO takes the lead in developing regional agreements on coordinated operations.
- *Developer*: MPO develops regional operation plans and incorporates operations strategies into the transportation plan. System-oriented performance measures would be used to identify strategic operations gaps in the transportation system.
- *Operator*: The MPO would be responsible for implementing operations strategies that were developed as part of the MPO-led planning process.

The following table, illustrates the possible role of an MPO in regards to various phases of an incident based on its type and function:

Incident Phase	Possible MPO Role				
	Traditional Role	Convener	Champion	Developer	Operator
Prevention	●	☑	☑	●	☒
Response/Mitigation	●	☑	☑	●	●
Monitoring/Information	●	☑	☑	●	☒
Recovery	●	☑	●	☒	☒
Investigation	●	☒	☒	☒	☒
Institutional Learning	☑	☑	☑	☑	☑

Not likely Role



Minor Role



Lead Role



#### IV. RECOMMENDATIONS

The Southern California Association of Governments (SCAG) is working to identify regional strategies that would enhance the region's capabilities to deter and respond to acts of terrorism or natural disasters. As the MPO for the six-county Southern California region, SCAG could play a very important role in providing a forum for cooperative decision making and helping the region in coordinated planning in preparation and anticipation of potential future incidents and events; and coordinate public information dissemination strategies through the development of a centralized information source on the transportation system and infrastructure conditions.

##### *Vision Statement*

*"A Region that is safe and secure."*

##### *Mission Statement*

*"To protect the region, its population, transportation infrastructure, and economy from acts of terrorism and natural disasters and to minimize their impacts and effects."*

##### *Proposed Goals*

- Enhance the Region's capabilities to deter and to respond to unexpected terrorist incidents or natural disasters by strengthening relationships and outlining strategies for regional action among local, state and federal agencies.
- Improve the effectiveness of regional plans to allow for proper response by various agencies and maximizing the sharing and coordination of resources.
- Enhance the capabilities of local and regional organizations including first responders through provision and sharing of information.

##### *Proposed Policies*

- Ensuring the safety of the region's transportation system and infrastructure is a priority.
- Enhancing the region's ability to deter and respond to acts of terrorism or natural disasters through regionally cooperative and collaborative strategies.
- Provide the means for collaboration in planning, communication and information sharing before, during, or after a regional emergency for the region.

### *Proposed Actions*

- Develop and incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the ongoing regional planning activities.
- Establish a forum for cooperation and coordination of plans and programs among the regional partners including first responders and operations agencies.
- Develop and establish a regional information sharing strategy, linking SCAG and its member jurisdictions for ongoing sharing and provision of information pertaining to the region's transportation system and other critical infrastructure.



# MEMO

**TO:** Regional Comprehensive Plan Task Force  
**FROM:** Jacob Lieb, Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov  
JiHong McDermott, Senior Regional Planner, (213) 236-1975,  
mcdermot@scag.ca.gov  
**DATE:** January 18, 2004  
**SUBJECT:** Land Use and Housing Chapters

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## RECOMMENDED ACTION:

Provide input to staff regarding issues to be addressed in the Land Use and Housing chapters of the Regional Comprehensive Plan, and report to the Community, Economic and Human Development Committee.

## SUMMARY:

At both the November 22, 2004 meeting and the December 15<sup>th</sup> meeting, the Task Force has discussed the organization and content of the Land Use and Housing chapters of the Regional Comprehensive Plan (RCP). Discussion is intended to focus on the existing SCAG policies regarding the subject areas and on the mandatory, advisory, and best practices that stakeholders can implement. At the previous two meetings, the Task Force discussed the concept of organizing the action plans in the chapter according to a matrix that would identify appropriate actions for local governments according to various characteristics. Further, the Task Force instructed staff to initiate a stakeholder roundtable with developers, development finance professionals, and others to give input on the chapter. SCAG staff is currently working with the Building Industry Association to plan a roundtable discussion addressing housing issues.

## BACKGROUND:

In the previous two Task Force meetings, SCAG staff presented the currently adopted policies regarding the Land Use and Housing chapters of the RCP. The Land Use Chapter will describe the Growth Visioning land use principles, and SCAG's 2% strategy to resolve our regional challenges. The major land use principles in this chapter are:

- Development in existing urban centers and corridors,
- Focus growth along transit corridors and nodes to utilize available capacity.
- Effectively utilize major facilities, such as ports/airports.
- Improve jobs-housing balance.



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# MEMO

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The housing chapter will describe current conditions and the regional housing issues associated with growth, and will form a set of action plan based on the adopted policies.

Since the 2000 census, 1,226,000 people have been added to the region, but only 208,700 units have been built to accommodate this population growth according to data from California Department of Finance, as of January 1, 2004. Among the 208,700 new units built, only 56,300 units are multi family housing, which constitutes about 27% of total new units. With the fast growing regional population, regional housing supply can not meet the regional housing demand. When demand exceeds supply, housing prices are pushed up, which makes housing less and less affordable.

Increasing housing supply, especially affordable housing supply is the only way to solve the regional housing challenge. Based on existing land use and housing policies, staff is looking for directions from the RCP Task Force to build an advisory action plan to resolve the housing shortage issue in our region.

## **ATTACHMENTS:**

- RCP Land Use and Housing Chapters: Goal Statement and Summary
- SCAG land use and housing policies
- Suggested BIA roundtable discussion agenda item
- Preliminary Land Use Action Matrix by Location Characteristic



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## **RCP LAND USE AND HOUSING CHAPTERS**

### **Goal Statement and Summary**

#### **Goal Statement**

SCAG's land use policies promote specific development patterns in order to achieve clear objectives. The development pattern proposed by SCAG is laid out in the Compass Growth Vision, and to a lesser extent in the 2004 Regional Transportation Plan. These documents also lay out several distinct policy objectives for the region, notably within the Compass Growth Principles. The strategy, in very brief summary, is that the region should focus future growth and development into specified strategic growth areas (2% Strategy Areas). Beyond that, there are a number of other strategies aimed at promoting high quality, vibrant communities. The region's overriding objectives, or interest in these areas are summarized as follows:

- Accommodate Growth
- Maximize efficiency
- Utilize transportation capacity
- Promote Choice
- Alleviate housing shortage
- Balance Jobs and housing
- Maintain, Improve Quality of Life

#### **Policies:**

The full body of policy related to land use and housing is included in the Comprehensive Policy Catalogue. The sources for these policies, with few exceptions are:

**Compass**, especially Growth Principles – Livability, Sustainability, Mobility, and Prosperity;

**2004 RTP**, sets forth land use and development assumptions to achieve transportation performance goals.

#### **Action Plan**

The action plans for Land Use and Housing will be built on three tracks, as follows:

1. The action plan matrix is preliminary and has been prepared as a parallel effort to the Compass Implementation program. It identifies characteristics of communities and assigns appropriate actions for each. The actions included are to be viewed as ideas for discussion and can be edited and modified in any number of ways. The actions identified cover a range of activities based context, and will be refined based on the progress of the Compass program.
2. Additional action options may be added based on dialogue with the building industry and other stakeholders. Other forums and discussions may be held as deemed necessary.
3. As discussed at the December Task Force meeting, Form-Based Zoning will be included as a recommended action for a variety of community types.

#### **Existing Conditions:**

Staff will prepare an existing conditions section which analyzes the reasons existing development patterns and housing goal attainment. This material will be reviewed by the Task Force when a draft chapter is completed.

# Land Use Policies

SourceDocument	id Policy	Type
EIR	<p>152 Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input type="checkbox"/> Other         </p>	Mitigatio
	<p>181 Promote water-efficient land use development.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input checked="" type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio
	<p>185 Help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio
	<p>161 Work with member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.</p> <p> <input checked="" type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input type="checkbox"/> Other         </p>	Mitigatio

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>149 Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio
	<p>184 Encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio
	<p>151 Encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input type="checkbox"/> Other         </p>	Mitigatio
	<p>165 Encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.</p> <p> <input checked="" type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input type="checkbox"/> Other         </p>	Mitigatio

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>153 Encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water  <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigatio
	<p>154 Encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water  <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigatio
	<p>155 Encourage that multiple use of spaces be allowed as feasible and practical, and encourage redevelopment activities to focus some investment on recreation uses so as to provide more opportunities for access to open space close to the urban core.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water  <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigatio
	<p>158 Work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water  <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigatio

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	159 Work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	160 Use SCAG's Growth Visioning program and the forthcoming Regional Growth Vision to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	150 Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

## Growth Vision

58 Foster livability in all communities	Goal
<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	69 Promote sustainability for future generations	Goal
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	
	53 Improve mobility for all residents	Goal
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	
	78 Create a region with many centers.	Goal
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	
	54 Encourage transportation investments and land use decisions that are mutually supportive.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	
	70 Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Policy
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	
	57 Promote a variety of travel choices.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other	



<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	67 Support local and state fiscal policies that encourage balanced growth.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	60 Promote development that provides a mix of uses.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	65 Support educational opportunities that promote balanced growth.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	62 Support the preservation of stable, single-family neighborhoods.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	71 Focus development in urban centers and existing cities.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	55 Locate new housing near existing jobs and new jobs near existing housing.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	81 Protect sensitive environmental features such as steep slopes, wetlands, and stream corridors from development.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	59 Promote infill development and redevelopment to revitalize existing communities.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	80 Locate heavy trip generating development in areas with robust existing transportation infrastructure.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

## Resolutions

	139 El Toro no longer available as commercial airport; terminate all planning for any aviation services at El Toro, do not include El Toro in the 2004 RTP.	Position
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	140 Support preservation of the Marine Corps Base at Camp Pendleton.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	141 Evaluate impacts that proposed legislation, programs, and environmental policy recommendations have on Camp Pendleton.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	142 Supports the continued operations of all military facilities in the SCAG region.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	

## RTP

	3 Preserve and ensure a sustainable regional transportation system.	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	5 Encourage land use and growth patterns that complement our transportation investments.	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	1 Maximize mobility and accessibility for all people and goods in the region.	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	8 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	46 Provide for regional capture of economic development opportunities and job growth created by the prospect of significant regional air traffic growth between now and 2030.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	49 Reflect that each county should have both the obligation and the opportunity to meet its own air traffic needs where feasible.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	51 Mitigate effects of expanding airports and consider the reuse of former military airfields so that community impacts are minimized.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	33 Prioritize projects that enhance safety and security.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	52 Maximize air passenger and air cargo utilization of outlying airports in less-populated areas.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	50 Support capacity expansion at major existing and potential airports to handle anticipated increases in passengers and cargo volume.	Position
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	48 Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	42 Prioritize transportation projects that support land use goals.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	30 Change land use to correspond to the implementation of a decentralized regional aviation strategy and its consequent short- and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>41 Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.</p> <p> <input checked="" type="checkbox"/> Transportation    <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use    <input type="checkbox"/> Water  <input type="checkbox"/> Housing    <input type="checkbox"/> Habitat and Open Space  <input checked="" type="checkbox"/> Air Quality    <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy    <input type="checkbox"/> Other </p>	Strategy
	<p>31 Change land use to correspond to the implementation of regionally significant major transportation projects and their consequent short-and long-term job creation effects.</p> <p> <input checked="" type="checkbox"/> Transportation    <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use    <input type="checkbox"/> Water  <input type="checkbox"/> Housing    <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality    <input type="checkbox"/> Solid Waste  <input checked="" type="checkbox"/> Economy    <input type="checkbox"/> Other </p>	Strategy
	<p>29 Ensure adequate access to open space.</p> <p> <input type="checkbox"/> Transportation    <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use    <input type="checkbox"/> Water  <input type="checkbox"/> Housing    <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality    <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy    <input type="checkbox"/> Other </p>	Strategy
	<p>25 Use infill where appropriate to revitalize underutilized development sites.</p> <p> <input type="checkbox"/> Transportation    <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use    <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing    <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality    <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy    <input checked="" type="checkbox"/> Other </p>	Strategy
	<p>24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.</p> <p> <input checked="" type="checkbox"/> Transportation    <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use    <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing    <input type="checkbox"/> Habitat and Open Space  <input checked="" type="checkbox"/> Air Quality    <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy    <input checked="" type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	10 System expansion is no longer the primary transportation investment strategy to provide improved mobility.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	32 Incorporate the local input and feedback on future growth received from 90 percent of the jurisdictions in the SCAG region.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	



# Housing Policies

SourceDocument	id Policy	Type
EIR	<p>183 Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio
	<p>149 Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio
	<p>150 Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigatio

## Growth Vision

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	62 Support the preservation of stable, single-family neighborhoods.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	55 Locate new housing near existing jobs and new jobs near existing housing.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	59 Promote infill development and redevelopment to revitalize existing communities.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	64 Provide, in each community, a variety of housing types to meet the needs of all income levels.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

## RTP

	3 Preserve and ensure a sustainable regional transportation system.	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	28 Provide housing opportunities to match changing demographics.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.</p> <p> <input checked="" type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input checked="" type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Strategy
	<p>25 Use infill where appropriate to revitalize underutilized development sites.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Strategy
	<p>32 Incorporate the local input and feedback on future growth received from 90 percent of the jurisdictions in the SCAG region.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input checked="" type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Strategy
	<p>10 System expansion is no longer the primary transportation investment strategy to provide improved mobility.</p> <p> <input checked="" type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input checked="" type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input type="checkbox"/> Other         </p>	Strategy

**SCAG/BIA Workshop – Proposed Agenda**  
**Land Use and Development/Regional Comprehensive Plan**

1. Regional Land Use Policy      - SCAG present
  - a. Preferred Development
  - b. Principles
  - c. Objectives
2. 2% Areas – SCAG present
  - a. Characteristics
  - b. Development pattern
  - c. Obstacles
3. Solutions - Discussion
  - a. Shared Objectives
  - b. Separate Objectives
  - c. Preferred local practice/actions
  - d. Preferred regional practice/actions
  - e. Preferred State practice /actions

## **SCAG/BIA Workshop Proposed Agenda Attachment 1 GROWTH VISION/GROWTH PRINCIPLES**

In June 2004, SCAG's Regional Council adopted the Compass Vision, a new vision for Southern California, to guide its plans and programs. Driven by four key principles, **mobility, livability, prosperity and sustainability**,

### **Principle #1: Improve mobility for all residents**

- Encourage transportation investments and land use decisions that are mutually supportive
- Locate new housing near existing jobs and new jobs near existing housing
- Encourage transit-oriented development
- Promote a variety of travel choices

### **Principle #2: Foster livability in all communities**

- Promote infill development and redevelopment to revitalize existing communities
- Promote developments that provide a mix of uses
- Promote "people-scaled," pedestrian-friendly communities
- Support the preservation of stable, single-family neighborhoods

### **Principle #3: Enable prosperity for all people**

- Provide a variety of housing types in each community to meet the housing needs of all income levels
- Support educational opportunities that promote balanced growth
- Ensure environmental justice regardless of race, ethnicity or income class
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement

### **Principle #4: Promote sustainability for future generations**

- Preserve rural, agricultural, recreational and environmentally sensitive areas
- Focus development in urban centers and existing cities
- Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste
- Utilize "green " development techniques

## **SCAG/BIA Workshop Proposed Agenda Attachment 2 COMPASS STRATEGIES**

The **Compass Vision** emphasizes the following **strategies** to better coordinate land use and transportation decision-making:

- Infill development in existing urban centers and along major transportation corridors
- Target growth around existing and planned transit stations to utilizing available capacity. (Maximizing transit facilities, ex. transit oriented development) Utilizing major transportation facilities, such as port and airports.
- Improve job housing balance. For example: create significant areas of mixed-use development and walkable communities
- Preserve existing open space and stable residential areas

### **SCAG/BIA Workshop Proposed Agenda Attachment 3 REGIONAL OBJECTIVES / INTERESTS**

- Accommodate Growth
- Maximize efficiency
- Utilize transportation capacity
- Promote Choice
- Alleviate housing shortage
- Balance Jobs and housing
- Maintain, Improve Quality of Life

## SCAG 2005 RCP

### Preliminary Land Use Action Matrix by Local Characteristic

Characteristic/Location	Potential Action	Tools
City center	Dense, mixed use downtown	
Corridor	Focus, intensify mix use development and housing	
Corridor	Preserve nearby sensitive areas, existing neighborhoods	
Corridors	Focus mixed use growth along these corridors with villages at transit nodes where the corridors intersect. Enhance surrounding neighborhoods with compatible infill.	
Corridor and Station Community	Focus mixed use development with villages at transit stops	
Corridor and Station community	Focus mixed use development close to commuter and light rail stations	
Mainstreet/Transit Corridor	Focusing growth along key corridors with mixed use, village areas around transit nodes	
Mainstreet/Transit Corridor	Infill underdeveloped areas	
Mainstreet/Transit Corridor	Preserve existing neighborhoods	
Mainstreet/Transit Corridor	Focusing the more dense growth on areas closest to highway interchange with village development around BRT station.	
Mainstreet/Transit Corridor	Keep development in flat areas to preserve hills.	
New neighborhood areas	Utilize flatter, lower elevation areas to accommodate new housing - decreasing pressure for developing hillsides	
New neighborhood areas	New neighborhoods and infill in existing low density areas, keeping development close to major roads and existing towns to preserve rural areas and in flat areas to preserve hills.	
New neighborhood areas	Focus infill and high-density residential in undeveloped areas	
Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.	
Potential new transit station area	Focus mixed use development close to core near potential future high-speed rail station. Encourage compatible infill in existing neighborhoods and mixed use development	
Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.	



## SCAG 2005 RCP

### Preliminary Land Use Action Matrix by Local Characteristic

Rail transit station area and Transit Corridor	Mixed use and residential development Focused on the transit station area
Regional Center	High density downtown development with intense mixed use and employment filling underutilized areas.
Regional Center	Intense mixed use development downtown and along major corridors; compatible infill throughout region. Avoid developing any sensitive areas.
Regional Center	Create higher density villages around rail stations and transit nodes, focus mixed use in all current commercial areas, encourage compatible infill in existing neighborhoods.
Regional Center	Focus higher density mixed use growth in central area, around rail stations, and around airport. Preserve existing neighborhoods and add compatible infill.
Regional center	High density mixed use development, infill, with the highest densities along the rail line and the potential rapid bus line
Station area	Focus mixed use development to create a station village around a commuter rail station
Station area	Focus mixed use development to create a station village around rapid bus station
Station area	New development throughout area, protecting sensitive areas
Station Area	Industrial and mixed use area along rail corridor, village area around any stations
Station area and corridor	Village growth around commuter rail station. Mixed use along corridors, preserve existing neighborhoods
Station area and corridor	Focus village development around commuter rail station and along corridor
Station Area and Corridor	Mixed use development near rail corridor and major streets, village development around stations
Station Area and Corridor	Mixed use village development
Station areas	Focus mixed use development to create a station village around metro station
Station areas	Focus mixed use development to create a station village around both LRT and commuter rail stations.
Station areas and corridors	Focus mixed use development to create a station village around a commuter rail station

## SCAG 2005 RCP

### Preliminary Land Use Action Matrix by Local Characteristic

Station areas and corridors	Create village around rapid bus intersection and focus mixed use along the two corridors.
Town Center	Focus mixed use and other denser development
Town center and station area.	Mixed use development around rail station.
Urban neighborhood	Medium residential with multi-family
Urban neighborhood and transit station	Focus mixed use development around rail stops, compatible infill in surrounding areas.
Urban neighborhood and transit station	Focus development along the rapid bus corridors with villages at nodes
Urban neighborhood and transit station	Compatible infill housing in the rest of the neighborhood
Urban neighborhood and transit station	Focus mixed use development along major streets with village around rapid bus station
Urban neighborhood and transit station	Focus intense mixed use development in village form around commuter rail station
Urban neighborhood and transit station	Focus other fairly dense development along corridors and throughout grid area
Urban neighborhood and transit station	Focus commercial and mixed use development around commercial core of area and around transit nodes.
Urban neighborhood and transit station	Focus mixed use and employment to rail station areas
Urban neighborhood and transit station	Focus mixed use development close to rapid bus stops, preserve character of surrounding area.
Urban neighborhood and transit station	Focus development to flat area close to preserve hills
Urban neighborhood with small scale corridor	Infill development, mixed use where possible.
Urban neighborhood with small scale corridor	Focus mixed development along major corridors while preserving existing neighborhoods while adding compatible infill
Urban neighborhood with small scale corridor	Preserve character of existing neighborhoods, keep more dense developments close to major corridors, compatible infill in existing neighborhoods.
Urban neighborhood with small scale corridor	Focus mixed use development to major streets and infill preserving neighborhood character on side streets

# MEMO

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**TO:** Regional Comprehensive Plan Task Force

**FROM:** Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

**SUBJECT:** Task Force Schedule and Outreach Activities

**DATE:** January 18, 2004

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Staff created the attached schedule for the Regional Comprehensive Plan (RCP) Task Force deliberations prior to the November meeting. One or two topics have been identified as the focus of each meeting. During the meeting, staff will review established policies for the topic, and facilitate a discussion on the creation of an action plan. Staff will continue to circulate this schedule with each agenda as a reminder to the Task Force, and to allow an opportunity for periodic reprioritization.

Again, members of the Task Force are encouraged to bring experts and practitioners for any given topic to the appropriate meeting. At the same time, staff will contact and invite appropriate parties to give input. In particular, the Task Force should involve local planners and administrators in the discussions on land use, housing, habitat and open space, water and any other area of particular local interest.

The schedule as presented may change according to progress on chapter development or the desires of the Task Force. Staff will update the schedule, as appropriate, at each Task Force meeting.

**RCP Task Force  
Meeting Schedule by Topic**

<b>DATE</b>	<b>TOPIC 1</b>	<b>TOPIC 2</b>	<b>Invitees</b>
<b>Nov.</b>	<b>Energy</b>	<b>Housing/ Land Use intro</b>	
<b>15-Dec</b>	<b>Land Use</b>	<b>Solid Waste</b>	
<b>19-Jan</b>	<b>Homeland Security</b>	<b>Housing</b>	
<b>16-Feb</b>	<b>Water</b>	<b>Education</b>	
<b>16-Mar</b>	<b>Open Space</b>	<b>Air Quality</b>	
<b>20-Apr</b>	<b>Economy</b>		
<b>18-May</b>	<b>Transportation</b>		